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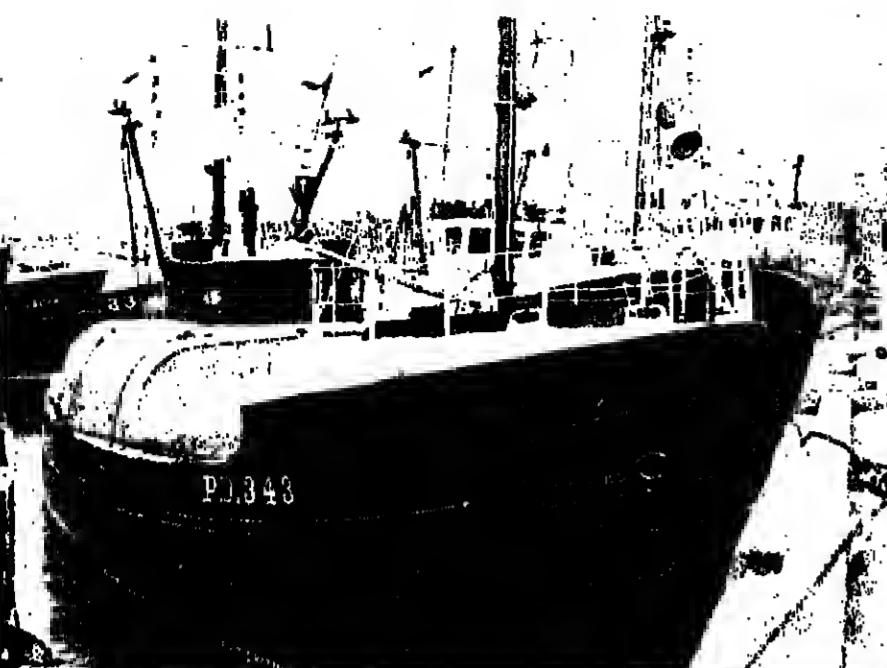
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Norway gets tough

THE Peterhead seine netter *Regent Bird* (above) is back at her home port after being arrested in the Norwegian sector of the North Sea for an alleged fishing offence.

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HEAVY COD HAULS

SOME FINE landings from the North Sea made up for failing catches off the west coast of Scotland and three moderate distant water trips at Grimsby last week.

Landings by the pair trawlers and seiners were especially good and helped push the overall weekly tally beyond 20,000 kts once again.

There were heavy catches of cod and codling in particular, from the German coast, but the markets were so sound and the fish of such quality that large cod often peaked at over £50 per kt.

Another massive combined trip of 240,400 by *Jens Bojen* and *Lemon* Richardson in *Morgrethe* Bojen and *Frances*

Bojen from 1,471 kts, mostly codling, after just 11 days headed the pair team.

A little lower down was a splendid 'midship' pair trip by Hamling's *Paul Antony* (Sk. *Frankie Josefson*) and *Beverley* (Sk. *Johnny Stringer*) with 1,922,938 from 1,583 kts, again mostly 'green' after 16 days "all over the North Sea".

Seddy there was no special from any of the trawler trawlers.

BUT's *Ross Koskinen* and *Johnny Meadow* finished the best local effort with 1,214,454 from 1,076 kts in 10 days on the Westella.

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Consolidated Fisheries, *Kronborg* (Sk. *Hans Dau*) topped £10,000 (by exactly £400) for the second time in three landings at Grimsby just days on the 'coast'. It was B.U.F.'s first distant water fish landing at Grimsby 1978.

Top middle water trip

DOCK BOARD WARNING

No bending on charges

THE British Transport Docks Board is not prepared to offer any concessions on port charges to the fishing industry on Humberside wharfs where fewer vessels are facing ever increasing costs.

There was a net profit for all the Humberside ports of Goole, Hull, Immingham and Grimsby of 27.3m in the last financial year.

The BTDB chairman, Sir Humphrey Browne, made this clear last week. He stressed that it had been the fishing industry's decision to go ahead with modernisation schemes for the fish docks at both Hull and Grimsby.

"As far as we are concerned we have an agreement to which we must adhere, otherwise other users of the docks, the non-fish cargoes, are simply subsidising them (the fishing ports) and that isn't right."

Sir Humphrey added: "We believe that it's in the best in-

terests of the ports that each business, as far as possible, is on its own."

"The fishing industry cannot reproach us because we were persuaded to enter into capital works to modernise the fish docks. It was their decision not ours. They entered into agreements on charges and now they cannot really resign on that."

The report shows fish landings at Grimsby for the year were 81,081 tonnes (16 per cent lower than the previous year) and 77,800 tonnes at Hull (16 per cent down).

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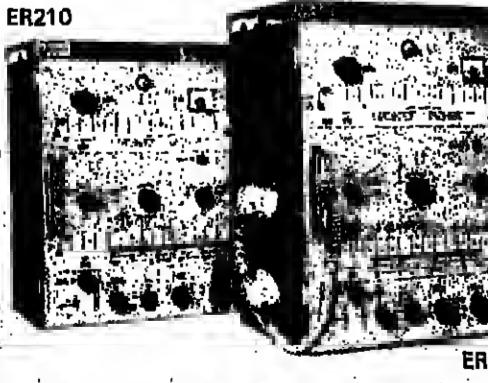
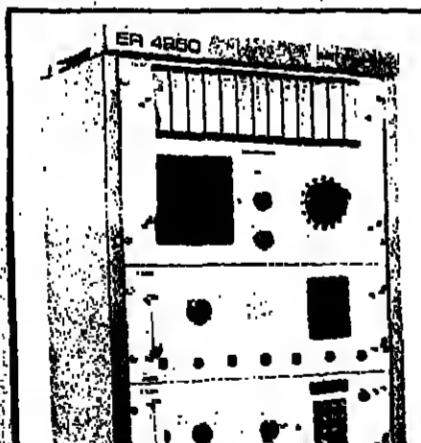
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Marr appeals against Faroe nets mesh fine **HOW EASY SHOULD TEST BE?**

A £1,900 fine has been imposed by a Faroese court on the skipper of the Aberdeen trawler *Glen Urquhart* for a breach of net regulations. The cod end was confiscated.

The vessel's owner, J. Marr (Aberdeen) Ltd., is to appeal in the Faroese High Court against the conviction.

Skipper Sandy Brown had been taken into Thorshaven last weekend by a Faroese fisheries protection boat.

Marr's appeal is on the literal interpretation of mesh regulations by the Faroese court.

A spokesman for the owners said they understood that the gauge should pass through the mesh "easily" when attached to a ten pound weight.

Andrew Marr, managing director of J. Marr (Aberdeen), said that the question of the word "easily" took up a considerable amount of the court's time.

He added that it was hoped the Faroese would release part of the net in question so

that, when the vessel returned to Aberdeen, there would be an opportunity to have the net tested by the Department of Agriculture and Fisheries.

Considerable efforts were made to ensure that the trawler's net conformed to the new Faroese laws before she left Aberdeen.

Particular emphasis is placed on mesh sizes before every Aberdeen trawler leaves for the middle water grounds.

Officials of the Aberdeen Fishing Vessel Owners' Association could not comment on the case until they had heard the full facts from the vessel's owner.



Sandy Brown — skipper of Marr's *Glen Urquhart*.

Grimsby records tumble

TWO MORE Grimsby grossing records tumbled last week.

Skipper George Ireland — back in Lindsey Trawlers' *Löveden* after missing two trips — pushed the port earnings record for trawlers in the 100 to 110-ft. category to a new high of £13,774 after a 14-day North Sea trip.

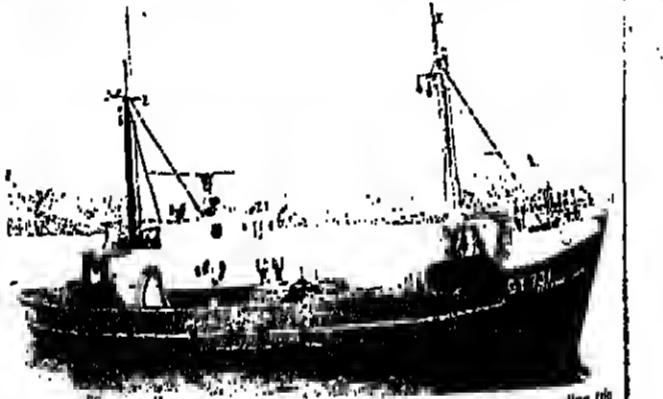
It was the third time skipper Ireland in the 106-footer had improved on the old standard. His 398-kit turnout this time included 123 kits of quality large cod, 224 of plaice from chets to large, 17 of dabs and ten of prawns.

Twenty-four hours after the *Löveden* record, skipper Michael Zeebrook in the pocket trawler *Yolande-Anne* snatched Victory's inshore trawling record on April 26 with a new high of £8,220.

Using a Cossat Concord box trawl "Yo-yo", which is now owned and agented by Thomas Hemming's Grimsby subsidiary, landed 218 kits (mostly big cod) after an 11-day trip which began off the Lincolnshire coast and ended up N-NW of the Humber.

It is thought to be the first time a Grimsby trawler with an engine below 200 hp has made this sort of money single-boat fishing.

The "Yo-yo" record, which delighted the owners, included a single haul of 70 kits.



Yolande-Anne made Grimsby's best-ever inshore trawling with skipper Michael Zeebrook (below).

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HOPES ARE high on Humber side that several distant water wet fish trawlers which have been laid-up since before last Christmas may get back to sea this month to fish Bear Island.

Already BUT at Hull has got Lord St. Vincent ready for the 4,000-mile round trip inside the Arctic circle and other Hull freshers could follow. In Grimsby BUT's *Vanova*, *Lord Jellicoe* and *Northern Reward* may also come out of moth-balls for Bear Island/Spitzbergen trips.

A BUT spokesman at Grimsby told *Fishing News* last week: "There is a possibility that we will be getting some, if not all three, back most probably at Bear

Island during the next month. That is what we are aiming to do, but it is not necessarily definite — we are cautiously optimistic."

With each trawler carrying some 20 men, such a move would be welcomed by Humber-side's queues of unemployed fishermen.

Bear Island and Spitzbergen are the only distant water grounds, except for Svalbard, which are not under licence or subject to

TRAWLERS COMING OUT OF MOTH-BALLS

Preparing for the Arctic

Norwegians exercise the right to control vessels there.

Under these arrangements skippers must report their catches daily and trawler owners are not allowed to put in more fishing effort than they have done in previous years.

This effectively prevents a major assault on Bear Island/Spitzbergen by Humber-side freshers presently laid-up with nowhere to

Bear Island fishing at this time of year can be a chancy business, especially after a cold winter when the seas can remain badly iced right through May.

A spokesman for a rival trawler owning concern said he felt BUT was taking "a hell of a big risk."

It would seem this uncertainty is a major reason why BUT has decided to operate its smaller, more economical, distant water trawlers if the trips go ahead.

Unfortunately, the future for the really big wet fish freshers remains no brighter.

At Grimsby, it is understood, there are still only 13 north-east Arctic quota licences available.

The Boston Group and Consolidated Fisheries are presently running four wet fishers each and BUT has applied for five licences amongst its six-strong freezer fleet.

The firm was only able to put *Northern Gift* back on to the Norway Coast recently because the freezer *Invincible* is undergoing generator repairs.

Now the position has been made more difficult by *Gothen* returning from the south-west mackerel season. This freezer is presently being overhauled but, eventually, BUT may be forced to adopt a new fishing role, or switch grounds for at least one freezer, to comply with the current distant water fishing restrictions.

MILFORD Haven had only two landings of note last week — but both brought excellent grossings.

Top ship was *Photon Sea Eagle*, commanded by Skipper Robert Foster, which struck a rich seam of cod before returning to port with a total of 238 kits which sold for £8,308.

Included in the catch were five kits of haddock, 110 of cod, 30 of whiting, 25 of plaice, three of turbot and brill and three of soles.

Roker

She was followed closely by *Norward Star*, commanded by Skipper John Rogers, which had a similar catch from the same area. She landed 263 kits, including 110 of cod, 26 of whiting, five of turbot and brill, 20 of plaice and five of soles. The haul sold for £8,912.

It was a good week for merchants dealing in cod but roker buyers had only just 10 kits of the variety to bid for.

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Trawlex Midlink accepts all standard Trawlex fittings and is available in 10, 13, 16mm sizes at Trawlex Distributors.

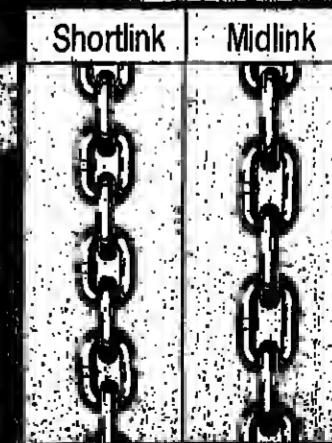
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chain
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FN: It looks as though the dispute between the UK and the rest of the EEC on the future of the common fisheries policy is moving towards a compromise based on a quota system. What problems do you foresee?

AP: The basic weakness of any solution of the CFP dispute, which fails to give exclusive authority to the coastal state, is that sooner or later someone will break the rules.

In a quota system without coastal state control an EEC member state, under pressure from its own fishermen, will reason that it has little or nothing to lose from going over the quota, provided other states continue to observe it.

In aggregate the total allowable catch will not be exceeded by much more because others will stick to their quotas, so the future of the stocks will not be threatened and, at the same time, the member state's fishing fleets will be preserved intact.

But, of course, this is the beginning of the breakdown of the system because other states will not be willing to be taken for a ride by the undisciplined countries and they, too, will loosen the reins on their fishermen.

The outcome is predictable

present form. Even the smallest coastal fishing are at risk from the CFP as it now stands, for it will permit foreign fishing up to the beach in the 1980s.

FN: Most people seem to accept the need for the contraction of fishing effort and the licensing of vessels is usually the means of doing this. What are your views?

AP: I think we have to be very careful about accepting the need for further contraction for several reasons.

First, we do not yet know the outcome of the CFP negotiations. We want a fleet sufficiently large to take advantage of whatever is available and we certainly do not want to contract in advance of any agreement.

Second, I would rather see fishermen employed, even if restricted, than out of work altogether. With proper conservation the stocks will revive and this will, we hope, ease the problem in a few years.

Third, the section of the fleet represented by the NFFO, the English shore fishermen, operate vessels which can hardly be described as destructive and the disappearance of a proportion of these boats would make a negligible contribution to the revival of stocks.

Finally, the burden of dislocation and decline on the British industry as a whole has already been exceptionally severe over the last few years and it is time other countries took on a greater share of the load.

FN: The renegotiation of the CFP is clearly the most important issue facing the industry at the moment. What other problems are there?

AP: Most of the difficulties facing the industry follow from the dislocation caused by changes in the Law of the Sea and the CFP. The problem of docks is particularly troubling.

Shore fishermen at

Grimsey and Fleetwood, for example, have been hit very hard indeed by the disproportionate increases in dock and landing dues resulting in part from the decline in the deepsea fleet and, consequently, their contribution to the costs of running the ports.

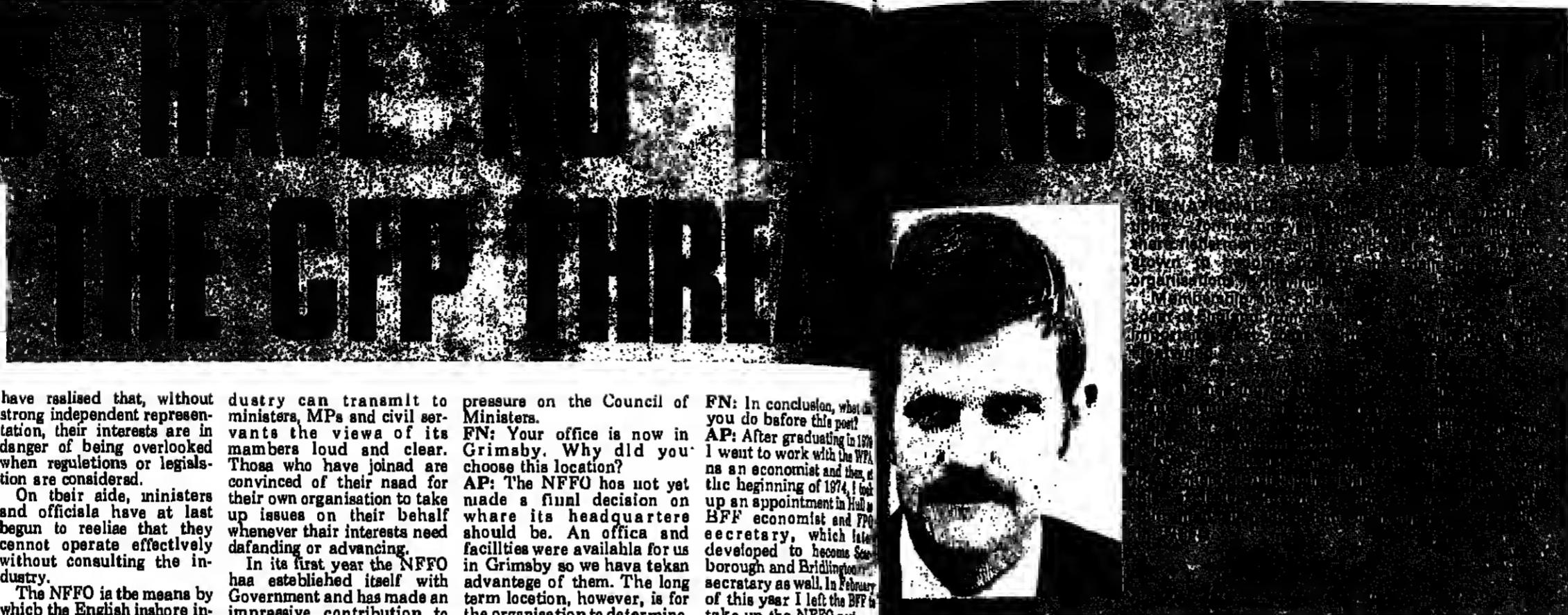
Quota management is another difficulty, made worse by the growing pressure on home water stocks from capacity prevented from operating elsewhere.

On other conservation measures there is a wide consensus throughout the British industry. The problem here is to persuade the Government to implement them.

In the midst of all the battles on the catching side, we should not lose sight of the marketing problems. The marketing aids of the CFP is supposed to offer some protection to fishermen who have often suffered severely at the hands of weak markets. The system must be made to work effectively.

FN: The NFFO has grown rapidly since its inaugural meeting a year ago. What do you attribute this to?

AP: The fishing industry — along with most other industries — is increasingly enmeshed in government regulations of one kind or another. Many fishermen



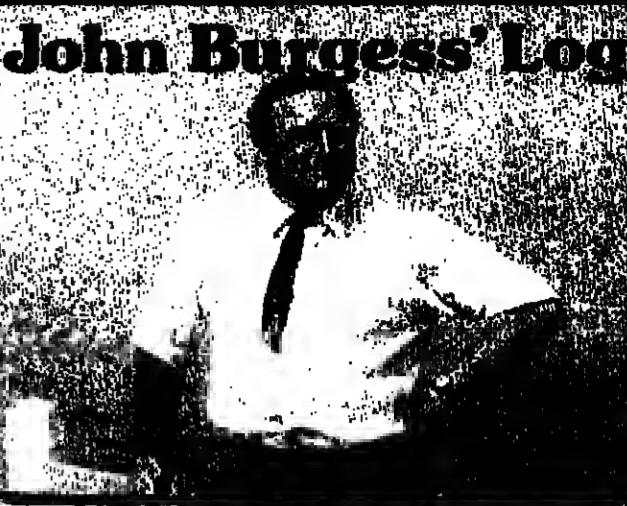
Insulation —don't get it wrong

SINCE I described some ways of insulating fishrooms and engine spaces on March 24, I have received an enlightening letter from Mr. C. J. MacLeod of Bearsden, near Glasgow.

Although a mining engineer he says he is an avid reader of Fishing News, because, whenever he can get away from his hectic duties, he goes fishing.

It is his hope that, if his information saves fishermen from suffering from the effects of fire and toxic fumes, he will be forgiven for setting his pots off the west coast of Skye! Here is the gist of his letter.

Having had 30 years' ex-



perience of fighting fires underground, I was more than a little perturbed to read in Fishing News, March 24, that one of your correspondents wanted to insulate his boat thermally as well as acoustically with polyurethane foam and glassfibre.

It was also interesting to

note that the dense black

smoke and floating carbon

particles would have made it

impossible to rescue anyone

on the other side of such a

fire, if there had been any

way of getting round the heat.

These facts were reported to me by the Board of Trade which was, I believe, at that time insulating container ships with polyurethane foam.

I am in no way condemning polyurethane or any other material as an insulating

Don't pay too soon!

FROM time to time I receive letters from rodders who have forwarded cheques in advance for netting lines, smocks or whatever advertised in Fishing News.

In most cases they have not received the goods, or have not received replies to subsequent written inquiries about delivery. Often they have not been able to contact the advertiser by telephone.

In every case they have wanted to know whether I could do anything to assist them in their predicament.

There is nothing I can do to help those who have already risked their money. It might help to prevent recurrence of such cases though, if I draw attention here to the advertising director's request regularly printed on the back page of this journal:

"WHEN ORDERING GOODS ADVERTISED IN OUR CLASSIFIED COLUMNS PLEASE TELL OUR READERS NOT TO SEND MONEY IN ADVANCE BUT TO PAY CASH ON DELIVERY."

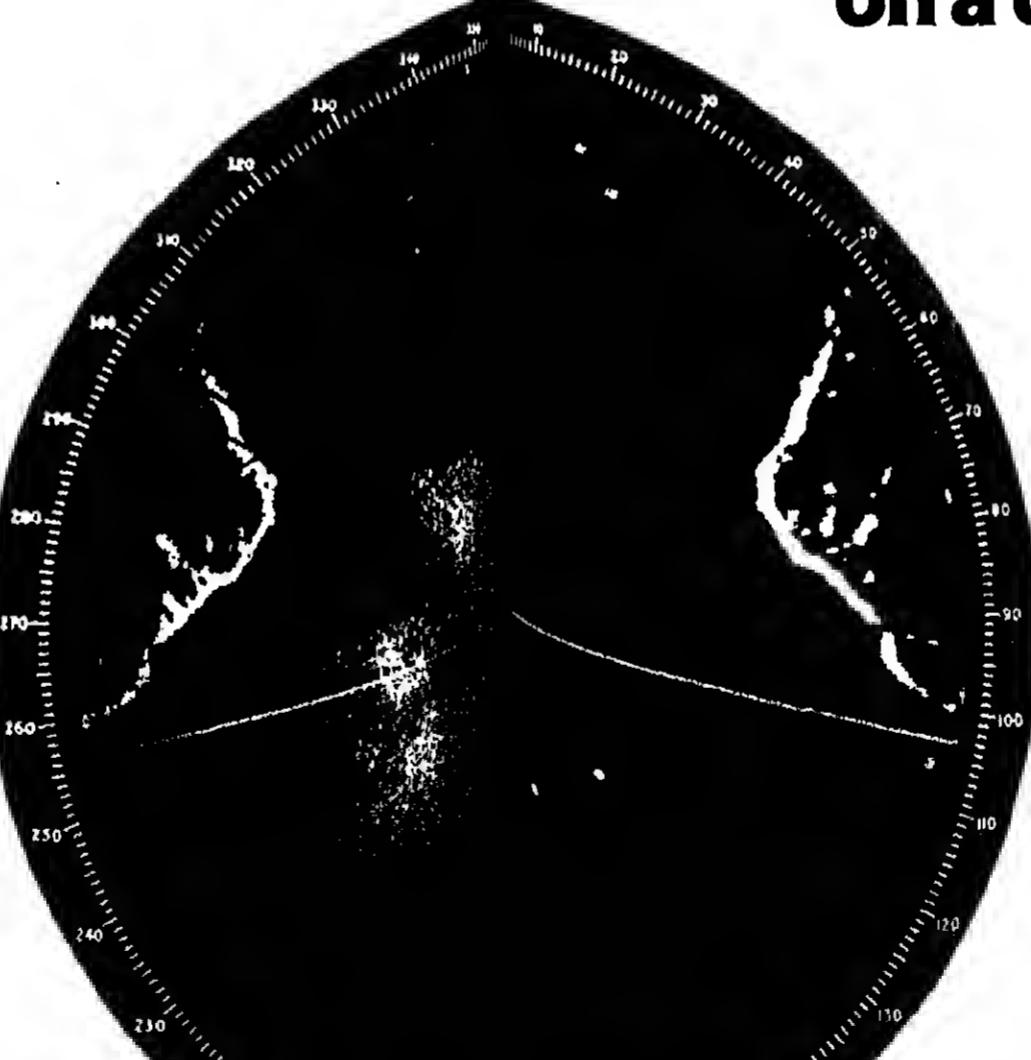
material. As far as I know polyurethane is one of the best insulators available on the market today and used correctly could be of great benefit to mankind.

I personally do not think that the combustibility of polyurethane itself is of great importance, as its fuel content in any fire would be low. However, a well insulated engineroom must generate an awful lot of heat and excess of heat must always generate a fire situation, which in turn will elevate the temperatures still further. If the heat does not get you the toxicity produced from any organic foam, or indeed glassfibre and resin, will.

These situations are bad enough, unfortunately, in nowadays, unfortunately, invariably finish up in fatal accidents. At sea the results could be catastrophic.

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'FN' talks to the new NFFO chief executive

— a general breakdown of the quota system, TAC's exceeded and everyone's livelihood threatened. We have already seen it happen many times before under the old NEAFC system.

FN: How should the weakness be tackled?

AP: The coastal state must be given exclusive control over the waters within its fishery limits out to 200 miles or the median lines.

The coastal state has a long term and direct interest in conserving stocks for the benefit of its own industry. It must, therefore, control its own fisherman and any foreign fishing activity with this in mind. For example, it would be inconceivable for the Norwegians to permit the overfishing of the Arctic-Norwegian cod now it is within their power to prevent it. Similarly, no UK government with exclusive control over the North Sea herring would have allowed the disaster of its overfishing to have happened on the scale it has.

FN: Do you think the industry should stick to its policy of pressuring for a 50-mile exclusive limit?

AP: Yes! Whatever the outcome of the current negotiations, the long term aim of the British fishing industry must be a widening and strengthening of the coastal state control. Policies designed to achieve this end must be pressed out only for the current generation of fisherman, but also for future generations.

No one should be under any illusions about not being threatened by the CFP in its

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brilliance by digital video...

...and echoes 'stretched' automatically on

longer ranges.

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Stepping up to 41-footer

VERSATILITY'S range of GRP hulls is to be expanded with the addition of a 41-footer.

Mike Haynes told *Fishing News* that work on the hull will get underway very soon and the main dimensions will be: beam, 15 ft. 6 in. and draft, 6 ft.

Design work will be by Mike Haynes who has been responsible for the whole Versatility range. Hull prices will be "competitive" and the first is due in September.

The announcement means that fishermen wanting a GRP boat just slotting in under the DOT's 12m. safety survey limit now have a choice of hulls.

AMERICAN-STYLE HULLS FROM SUSSEX FIRM

A SUSSEX-BASED hull moulding and fitting out firm has taken a hard look at British GRP fishing boat building methods and come up with a minor revolution.

It is now offering GRP hulls which have built-in insulation and stiffening, but no frames.

Versatility Workboats of Rye is planning to adopt the same system as used by the giant American Desco boatyard which supplies hulls with a built-in high-density core. And it plans to step-up hull production by 300 per cent in the next two years with both solid and core glass-fibre hulls.

Desco has produced over 200 large GRP boats with wooden cores which stiffen and insulate the hulls while, at the same time, leaving the

finish of the interior smooth.

Versatility says there will be an estimated 12 per cent space saving in the core version of the Versatility 36-

footer over a similar boat with conventional GRP frames.

Mike Haynes — boss of the firm which was one of the first UK companies to build

GRP fishing boats — believes present-day practice of moulding-in frames not only wastes space but can even be counter productive.

GRP hulls rely on a certain amount of flexing to avoid damage when they are in minor collisions. Having stiff frames at close intervals takes away a hull's ability to flex.

He prefers to see hulls built of a heavy mat lay-up and fewer frames. This, he says, gives hulls more resistance to being holed.

The combination of GRP and a high-density core results in a minimum hull shell thickness where the core material is used (which is approximately over two-thirds of the total surface area) of 3in. in a Versatility 36 and 1in. in a Versatility 35.

"The successful use of this method of construction is proven beyond any shadow of a doubt by the Desco Marine Co. of St Augustine, Florida, USA", said Mike Haynes.

Versatility is experimenting with two types of core. Balsa is the usual wood used but, as light weight is not a pressing consideration with inshore boats, a German-made high-density plastic is being tested.

Hulls would be solid in the keel out to the area of the engine beds and, also, at the stern and skeg. The first hull with a core will be a Versatility 30 for workboat use.

Already the firm has used the core system for the superstructure of workboats and one fishing boat. One main advantage of space saving is in the engine and fish rooms, as the deck no longer needs a large number of protruding heavy beams.

A typical hull lay-up would be to apply five layers of mat, then the core which direct bonds, plus a further four layers of mat.

Being one of the first in the field, Versatility built a GRP 25-footer (PZ 181) in 1972 by a Petter 22hp diesel in 1973 — the firm has produced a large number of hulls.

The firm decided last Friday to form a liaison with Versatility and now Rank will have first option to fit out complete boats ordered from the Rye firm.

Rank, the company which operates two yacht marinas, came back into boatbuilding about two years ago. It now employs around 70 workers on building and has already fitted out one GRP fishing vessel — the Cygnus GM32.

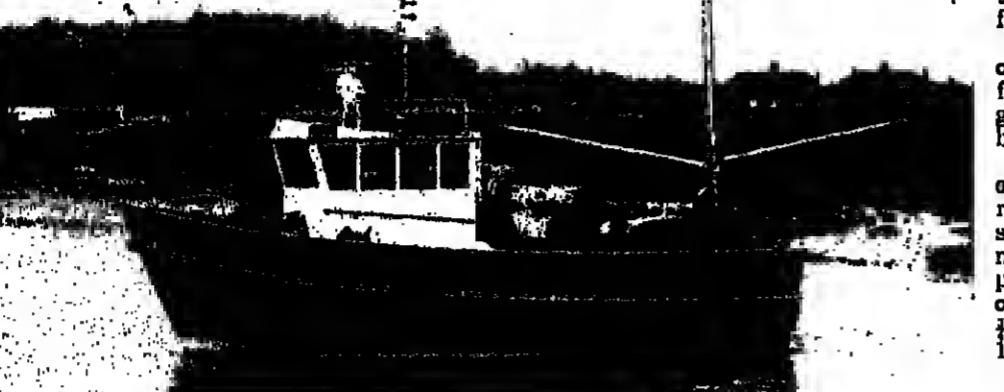
The firm can complete craft to White Fish Authority, Lloyd's and Department of Trade requirements at Port Hamble, near Southampton, and has a new fitting out shed under construction to double production capacity.

Rank fits out pleasure and work boats and, also, undertakes boat repair and maintenance work.

Versatility is supplying a hull to Rank Marine International for fitting out as a demonstrator to display jointly at the Southampton Boat Show in September.

The boat will be a 35-footer fitted with GRP deck, and wheelhouse. Displacement will be 16 tonnes.

He has decided to step-up hull production by cutting down on the number of boats the firm fits out. The year will now complete only one special boat at a time and all other hulls will be fitted by outside yards.



JUST starting operations from Helston, near Falmouth, Cornwall, is the Versatility 36 *Thomas William* (above).

The commercial fishing and wreck boat is owned by Patrick Strike who specified a Caterpillar V-8 diesel, type 3208, for the boat. This 160 bhp engine drives through a 3:1 reduction gearbox. Her deck gear includes a drum Engineering net hauler.

She made her delivery trip — through Westerlies of Force 6, 7 and 8 — over Easter.

Rank to fit out range

RANK Marine International is to fit out the range of GRP fishing boat hulls produced by Versatility Workboats of Rye, Sussex.

The firm decided last Friday to form a liaison with Versatility and now Rank will have first option to fit out complete boats ordered from the Rye firm.

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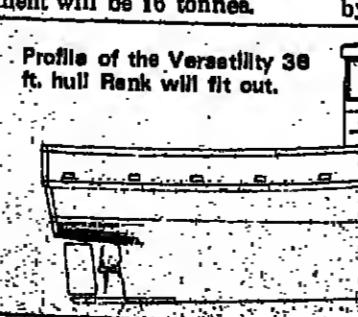
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Profile of the Versatility 36 ft. hull Rank will fit out.



Adrienne — the 65-footer from the Melksham Shipyard — can adjust her propeller for towing or free-running.

Fuel-saving prop in Irish pair trawler

GERRY MOORE, skipper-owner of the new Irish 65-footer *Adrienne*, claims he has saved around 40 per cent in fuel costs during the first week of operating the wooden boat because she is fitted with a two-pitch propeller.

The Howth-based trawler, which will go pair-fishing, was designed and built by the Melksham Shipyard. She is the first Irish trawler to be equipped with the H29 hydraulic two-pitch propeller system from Newage Engineers of Shew, Lancashire.

It is controlled from a switch panel in the wheelhouse, and the two pre-set blade pitches are matched to the boat.

For economic free running to the grounds, the three-bladed propeller is set to coarse pitch; for towing, heavy weather sailing and fish search, the blades are set to fine pitch.

At the end of his first week's fishing as a single boat, Skipper Moore reported

that he had saved 40 per cent

operating for 71 hours — in

four for fishing.

Hulls have been exported

to Finland, France, Southern Ireland, Belgium, Holland, Cyprus, Berbice, the Scilly and Channel Isles.

The firm was hard hit by a fire in December 1976 and almost one year's production was lost while a new and purpose-built factory was erected.

The double-gated and insulated building is kept at a constant temperature of seven days a week, according to Mike Haynes.

He has decided to step-up hull production by cutting down on the number of boats the firm fits out. The year will now complete only one special boat at a time and all other hulls will be fitted by outside yards.

Profile of the Versatility 36 ft. hull Rank will fit out.



Adrienne — the 65-footer from the Melksham Shipyard — can adjust her propeller for towing or free-running.

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HYDRAULIC STEERING GEAR

Hand or power hydraulic for craft from 26ft to

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
£25,666: Northern Gift BUT, (Sk. W. Harris), 1,100 kts, NC, 23 days.
£28,830: Boston Comanche Boston, (Sk. A. Hollington), 1,078 kts, WS, 23 days.
£27,137: Belgaum Boston, (Sk. F. W. Gray), 914 kts, WS, 24 days.

Middle Water

£23,448: Ross Kashmir BUT, (Sk. J. Meadow), 1,076 kts, W, 16 days.
£19,547: Ross Kipling BUT, (Sk. J. Roberts), 788 kts, W, 17 days.
£17,001: Ross Jaguar BUT, (Sk. D. Speck), 656 kts, W, 16 days.

North Sea

£13,774: Loueden, Lindsey, (Sk. G. Ireland), 398 kts, NS, 14 days.
£10,870: Lofoten, Lindsey, (Sk. A. Hatton), 328 kts, NS, 13 days.
£9,353: Tom Grant Lindsey, (Sk. R. Sinclair), 294 kts, NS, 13 days.
£4,246: Lucerne, Lindsay, (Sk. S. Davidson), 132 kts, NS, 8 days.

Seiners

£10,400: Kronborg Consol, (Sk. H. Dam), 396 kts, NS, 18 days.

£8,382: Frederiksborg Sleight, (Sk. G. Mussel), 293 kts, NS, 17 days.

£8,117: Christiansborg Consol, (Sk. E. Dam), 310 kts, NS, 11 days.

£7,140: Lido Lee Hamling, (Sk. C. Olesen), 213 kts, NS, 19 days.

£7,072: Guldborg Consol, (Sk. H. Kristensen), 261 kts, NS, 14 days.

£21,801: Margrethe Bojen, (Sk. Jens Bojen), 746 kts, and £18,605: Frances Bojen, (Sk. J. Richardson), 625 kts, both John R., NS, 11 days.

£13,361: Green Valley, (Sk. R. Younger), 380 kts, and £9,767: Geiser, (Sk. M. Clark), 290 kts, both Danbrit, NS, 17 days.
£11,688: Beverley, (Sk. J. Stringer), 254 kts, and £11,270: Paul Antony, (Sk. F. Jørsen), 239 kts, both Hamling, NS, 15 days.
£10,211: Leanda, (Sk. B. Nejrup), 339 kts, and £6,816: Taarnborg, (Sk. J. Hill), 196 kts, both Danbrit, NS, 10 days.

FLEETWOOD

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£8,354: London Town Hewett, (Sk. K. Beavars), 292 kts, 15 days.

£15,172: St. Philip, East Coast, (Sk. T. Martin), 514 kts, NS, 13 days.
£13,785: Riptley Queen, Talieman, (Sk. J. Deacon), 471 kts, NS, 13 days.

£21,982: Bolby Queen, Talieman (Sk. A. Gill), 412 kts, NS, 12 days.
£12,429: St. Rose, East Coast, (Sk. J. Jonas), 398 kts, NS, 12 days.

£11,368: Suffolk Venturer, Hobson, (Sk. R. Fiska), 392 kts, NS, 13 days.

£10,211: Ben Glas, Irvin (Sk. R. Sheard), 35,188 kg, NS, 11 days.
£10,321: Ben Meidie, Irvin (Sk. A. Coe), 26,636 kg, NS, 10 days.

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May 5, 1978

FISHING NEWS

Grimsby loses freezers

GRIMSBY is to lose its freezer trawler fleet in a move which will cost 265 jobs on Humber-side.

Reacting to the announcement, the Government has promised to give all the help it can to those who are threatened with job losses.

Minister of Fisheries, John Silkin, took the opportunity to re-affirm that the Government would stand "steadfast" in its resolve to secure a fair deal for the British fishing industry in negotiations with its EEC partners.

At Grimsby, Coun. Cesarine Allen described the loss of 180 shore-based jobs as "disastrous."

On the transfer of the vessels from the Humber to Grimsby, the town clerk, Frederick Ward, said: "We have always envisaged that freezer operations would probably be concentrated at Grimsby.

Following a 21m, loss by parent company Associated Fisheries in the first quarter of this year, British United Trawlers has announced a

Official and Classified ADVERTISEMENTS

Continued from Page 13

VESSELS FOR SALE



Length Registered 72.7ft, beam 8ft. 6in. depth 8.1ft.

Single screw diesel, steel beam-trawler. Built 1981 Hellend. Refitted 1978 Lowestoft.

FULL D.T. CENT. OF BEAUFORTINERS

Engine 300 bhp. Gearbox. R/cr-fd box. Radar. VHF. Radio. Sounder. All owned. Complete with nets, buoys, trawls, etc.

£47,800

Enquiries: Crawford Mine & Pinus Limited
5 Battery Green Road, Lowestoft CO1 2BB

21ft. GRP angling cruiser, two berths. Vetus engine, steering, sealed foam floor, tiller, cockpit canopy, stereo, etc. £2,600. Telephone: Cowes 1093862 4838 evenings.

MFV for sale, Cyrus 62, stern wheelhouse, flush deck, 5.5L Gardner, Capstan sounder, Radar, VHF radio, hydraulic steering, 22,600. Telephone Littlehampton 1843 evenings.

18ft. purse seine Dory GRP. 6.5hp Volvo, new starters, new gobo sounder, new batteries, newly decked, hydraulic steering. Mrs. E. Anderson, 39 Hope Street, Peterhead, telephone: 2230. £4,000.

20ft. Fibre-glass creel boat, 2.2 BHP engine with hydraulic box. Today's price over £25,000. Offers. Also number of rotoels. R. Wallace, 35 Hushell Terrace, Nairn IV12 6AB, Scotland.

MFV "HARMONY" (BF158)

Length 38ft, breadth 13ft. 8in., depth 5ft. 6in. tonnage 11.85. 68hp Kelvin K3 engine, Bradford Insel which. On hire Decca 050 radar, Simrad 6.5L sounder and Redcom VHF. Boat's property Woodsman clipper wireless. A quantity of gear to be sold with vessel.

Enquiries telephone TARBERT 270

PASSAGE vessel los 450, D11 V-75 and V-71, passengers, 96hp Sutton power Ford 90 completely stripped and reconditioned 1977, lying west country, £15,000. Available for immediate inspection. Telephone: Falmouth 311004 or Falmouth 411471.

20ft registered MFV, clinker built, counter stern, built for single handed, trawling, 60hp diesel, 10ft. 6in. forward wheelhouse, 10ft. 6in. deck, 10ft. 6in. deck, Vetus, VHF, graphic sounder, all gear, £2,800. Telephone: Chesterfield, Kent. 2891.

FISHING boat, hull, Norwegian Dory, 32ft. Mary Brays, 46 Main Street, Port William, Wigtonshire.

8ft. x 18ft. 24 ton inshore Scalloway built Trawler. Gardner 6L3 engine, complete with all fishing gear, £11,000. Telephone: Scarborough 80179. evenings.

HULLS GRP mouldings, heavy duty to WFA standards, 19.5, 21 and 24ft. Hulls 1600 to 8500. Full Martin 14.5ft. Hulls. Teignmouth, telephone: 06297 2324.

RICHARD McBay, Boatbuilder, The Harbour, Johnstone, by Montrose, 20-32ft. square sterned clinker built lobster boats & specially. 20ft. x 8ft. clinker one 25.8ft. x 8ft. corral, now under construction. Telephone: Bonhams 202.

"HANNAH C"

Length 30ft, engine BMC four cylinder, new gearbox, batteries and pump, refitted. Enquiries telephone: 0723 56188. Dartmouth.

FISHING NEWS

MFV 28ft. Sln. x 8ft. x 3ft. 6in. clinker built larch on oak. 60hp Ford. Mermaid, Vetus sounder, hydraulic steering, 1.5kW 38 sounder. Ajax 210 compass, bilge pump, surveyed 1977, gross gear, £6,000. Telephone New Milton 67996.

FOR SALE 36ft. purpose built angling/cheer boat. Peters P44M, Borg Werner gearbox, Morse lever, single lever control, built 1975, ver-nished. £6,000. Price 20ft. day, 9,248 evenings.

16ft. clinker, very sturdy, excellent condition with reconditioned 1971 Peter Diesel. Viewed in Norfolk. 2000 ono. Telephone: 0892 466018.

FULL D.T. CENT. OF BEAUFORTINERS

Engine 300 bhp. Gearbox. R/cr-fd box. Radar. VHF. Radio. Sounder. All owned. Complete with nets, buoys, trawls, etc.

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KELLY BOAT CONSTRUCTION LIMITED

CALSTOCK, CORNWALL Tel. 0822 832602

Complete craft GRP & timber hulls only. 37ft. GRP complete first class craftsmanship. £32,000. zero rated commercial.

88ft. clinker, 40ft. GRP, 21ft. 6in. Lobster, Trawler, 24ft. Angling Boat; Ford 25hp, 2:1 reduction. Paragraph sounder, survey available. Telephone: Rock cliff, Kirkbuddihaihers 231.

REGISTERED 31ft. Mitchell Bee angler, 9ft. 6in. beam, 10ft. 6in. Ford 1.3, 14knts, jolts, gas cooker, Vetus VHF, echo meter, auto pilot, steering which, boat built ref. 15,000 ono. Telephone: Tarkit 480.

ORP launch, forward cockpit, wheelhouse, large cockpit, 30ft. x 10ft. x 2ft. lying ashore Scrabster, Caithness. Offer to Brethera Harbour Trust, telephone: Thurso 2770.

CYGNUS WORKBOATS

Fitted out to owners requirements. 18ft. punt from 2472

GM21 from £4,875 GM26 from £6,780

GM32 from £6,940 GM37 from £21,570 GM43 from £35,975

Ross Mackenzie Boatbuilding

Gateshead Industrial Estate, Lytham Mtn, Porth, Bognor Lytham Mtn 477/21

24 hours answer box 2000.

£18,000. BOAT

BOX NO. 688

8ft. 6in. x 18ft. 6in. x 9ft. 6in. side trawler, 165hp ABC 200, 21ft. 6in. direction gearbox, VHF sounder. Ocean mark 21, best hull. Built Belgium 1987, some trawl gear to be sold with boat. Price £9,000. Apply P. Quill, 28 Hillview Estate, Carrigaline, Co. Cork, Ireland. Telephone: Cork 952435.

5ft. x 18ft. 24 ton inshore Scalloway built Trawler. Gardner 6L3 engine, complete with all fishing gear, £11,000. Telephone: Scarborough 80179. evenings.

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FISHING NEWS

SALTRAM 24, 36ft. Lister, forward wheelhouse, built on oak. 60hp Ford. Mermaid, Vetus sounder, hydraulic steering, 1.5kW 38 sounder. Ajax 210 compass, bilge pump, surveyed 1977, gross gear, £6,000. Telephone New Milton 67996.

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16ft. clinker, very sturdy, excellent condition with reconditioned 1971 Peter Diesel. Viewed in Norfolk. 2000 ono. Telephone: 0892 466018.

FOR SALE

HEAVY duty trawler, 18ft. 6in. decked, 60hp Ford, hydraulic gearbox. Teleflex steering controls, guntry with twin bows, North Sea Winch, warps, doors etc, ready for fishing. £1,000. All prices plus 8% VAT, plus £100 post and package per set, stamped addressed envelope for samples.

TRINITY SANDS NETS LIMITED
MONS HILL, JAMES STREET, YORK
Telephone: 21199

11in. mesh for cod, hake and shrimp trawlers in 210/16in. equivalent. £100 post and package per set, stamped addressed envelope for samples.

HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE

For fast, courteous, service contact:

V.M.I. Plain Road, Folkestone, Kent
Telephone: 87127 Telex: 868281

Telephone: Weymouth 28854 evenings

FISHING NEWS

NEW RANGE KNOTLESS NETTING
Double selvage top and bottom, approximate equivalent to 210/12 or 42 twin.

Afrik size

Meshes deep

Size (100 yards dark green)

30

45.90

60

57.00

Other length, depth and mesh sizes made to order. Prices £10 to £15 per tonne for cel, tye and shrimp trawlers in 210/16in. equivalent.

All prices plus 8% VAT, plus £100 post and package per set, stamped addressed envelope for samples.

VIKING MARINE INTERNATIONAL

We are now offering 23-220 horse power

GUARANTEED MARINE DIESEL UNITS

FORD - BMC - CUMMINS

FOR RELIABILITY

GARDNER DIESELS 110-230 HP

First class marine engine units fitted with reconditioned Gardner diesels and any reduction up to 4.0-1. front and drives, AC7 alternators.

Other popular makes of engine, stern tubes, shafts and steering gear supplied.

For prompt service and delivery contact:

FISHCRAFT

FOLKESTONE

1 The Stade

The Fishmarket

Folkestone, Kent

Tel: 0303 882820

10303 882741

ENGINES WANTED

WANTED Natural diesel type

M47 approx. 2000, cash waiting, telephone Brightling 591082.

WANTED Gardner, Kelvin, either

engines, marines or land. Intradate cash payments. Tel: 04 54 84 28

WANTED marine engines, per-

haps Lister, Gardner, etc.

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